VFR PLYWY

VFR TERMINAL AREA CHART
NEW ORLEANS

NEW ORLEANS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway indicates operation with ATCT, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced: all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned / paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Part 77 Approach Patterns (public use): ● RP Special conditions exist - see Supplement. FSS - Flight Service Station.

CT - 118.3 ● 269.1, 122.6R ATIS 123.8 RP 23, 34 VFR Arpt 125.0 AOE

FSS — NO SVFR — FAR 91 — NAME (NAM) (PNAM) — ICAO — Location Identifier — Location Indicator shown outside contiguous U.S. — Airport of Entry

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(MA).)
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling indicates the ceiling is up to but not including that value.)
- Class E SFC Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- CLASS G
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above. Class E Airspace low altitude Federal Airways are Blue. Class E Airspace at and above the Intersection - Arrows are directed towards facilities which establish intersection.

- 169 — Total mileage between NAVAIDs on direct Airways
- T-316 / TK 313 — (Helicopter Only) — RNAV Waypoints
- Prohibited, Restricted, and Warning Areas
- "Alert Area and Military Operations Area (MOA) *Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.
- Special Airport Traffic Area (See FAR 93 for details.)
- National Defense Airspace
- Emergency Flight Restriction (ATC)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/MA.)
- National Security Area
- Temporary Flight Service Area (TFSA)
- MTR - Military training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — 123.6 — OAKDALE 382 — 356.6 OAK — HOMER HOM

Underline indicates no voice on frequency. ○ - Crosshatch indicates Shutdown status. ✱ - Indicates H24, continuous or On-Request.

- A - ASOS/AWOS
- W - Weather Camera

122.1R — MGMT — FSS radio providing voice communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Wind Turbine Farm
- Group Obstruction
- Elevation of the top above mean sea level. Height above ground. Under construction or reported (not verified) elevation unverified.
- Obstruction with high-intensity light(s), may operate part-time
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area
- Isogonic Line (2020 VALUE)
- VPXYZ — VFR Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended clearance altitude. Spot elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

Entire area of this chart is within the Central Standard Time Zone - 6 (+5DT) = UTC

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/aisr prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

For weather camera information visit https://weathercams.faa.gov

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are listed in the table below. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BATON ROUGE METRO, RYAN FIELD	0500-2400	118.45 257.8	121.9	125.2	ASR
HAMMOND NORTHSHORE RGNL	0600-1800	120.55	119.65	118.325	
HOUMA-TERREBONNE	0600-1900	125.3 346.3	123.875	120.25	
LAKEFRONT	0700-2100	118.95	121.7 355.575	124.9	
LOUIS ARMSTRONG NEW ORLEANS INTL	CONTINUOUS	119.5 234.3	121.9 275.025	127.55	
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD	0700-2300 MON-FRI 0900-2300 SAT-SUN CLSD HOL EXT IN NOTAM	123.8 340.2	121.6 270.35	279.55	ASR/PAR

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 254.9 (SE S) 125.1 355.05 (N E) 133.15 290.3 (N-S)	CONTINUOUS
BATON ROUGE CLASS C	120.2 278.2 (W) 133.225 278.3 (E) O/T 124.35 239.25 HOUSTON CNTR	0500-2400 O/T CLASS E

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TDZ" on altitude means "To and including." H-H - Flight hours. NOTAM - Pilot info or to ground communications. Contact Flight Service for information.

T Other times by NOTAM. NOTAM + Use of this term in Restricted Area indicates FAA and DoD NOTAM system. Use of this term in all other areas indicates DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4403 B	TO 6000	INTERMITTENT 1000-2200 BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
R-4403 C	TO 10,000	INTERMITTENT 2000-0500 & 1800-2000 1 NOV-1 MAR BY NOTAM 24 HRS IN ADVANCE	HOUSTON CNTR	
A-381	TO 2000	SR-SS	NO A/G	

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BOURBON	400' TO BUT NOT INCL FL 180	0800-1700 MON-FRI	HOUSTON CNTR	

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, or U.S. Forest Service without authority of a special regulation or unless authorized by a permit or other agreement issued by the administering agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

- Boundary of Agency Areas

NEW ORLEANS CLASS B AIRSPACE

See back of this chart for procedural information within the New Orleans Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands): 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands): 0 1 2 3 4 5 6 7 8 9

GROUND ELEVATIONS IN FEET: 155 (See Spot Elev) CONTOUR INTERVAL 100

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NEW ORLEANS TAC

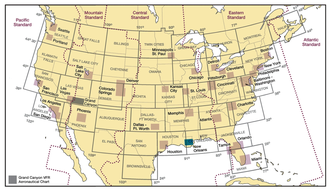
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

TM

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/


Pacific Standard
Mountain Standard
Central Standard
Eastern Standard
Alaskan Standard
Hawaiian Standard
Grand Canyon MTR Immelmann Chart
Minneapolis St Paul
Chicago
Detroit
Cleveland
Pittsburgh
Denver
Kansas City
St. Louis
Washington
Dallas Ft. Worth
Memphis
Houston
Atlanta
Charlotte
Miami
Albuquerque
Phoenix
El Paso
San Antonio
Los Angeles
San Diego
Las Vegas
San Francisco
Salt Lake City
Seattle
Portland
Boise
Billings
Bismarck
Omaha
Oklahoma City
Tucson
Jacksonville
Tampa
Orlando
Nashville
Louisville
Indianapolis
Milwaukee
Des Moines
Wichita
Albuquerque
Reno
Spokane
Fargo
Sioux Falls
Minot
Great Falls
Cheyenne
Salt Lake City
Boise
Helena
Billings
Bismarck
Omaha
Wichita
Oklahoma City
Tucson
Jacksonville
Tampa
Orlando
Nashville
Louisville
Indianapolis
Milwaukee
Des Moines

VFR FLYWAY PLANNING CHART
NEW ORLEANS
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 | 6700

OBSTRUCTIONS (Selected) (may be lit or unlit)
2049

MISCELLANEOUS Navigation Reference Point
N39° 56.32'
W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE NEW ORLEANS AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE NEW ORLEANS AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

NEW ORLEANS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

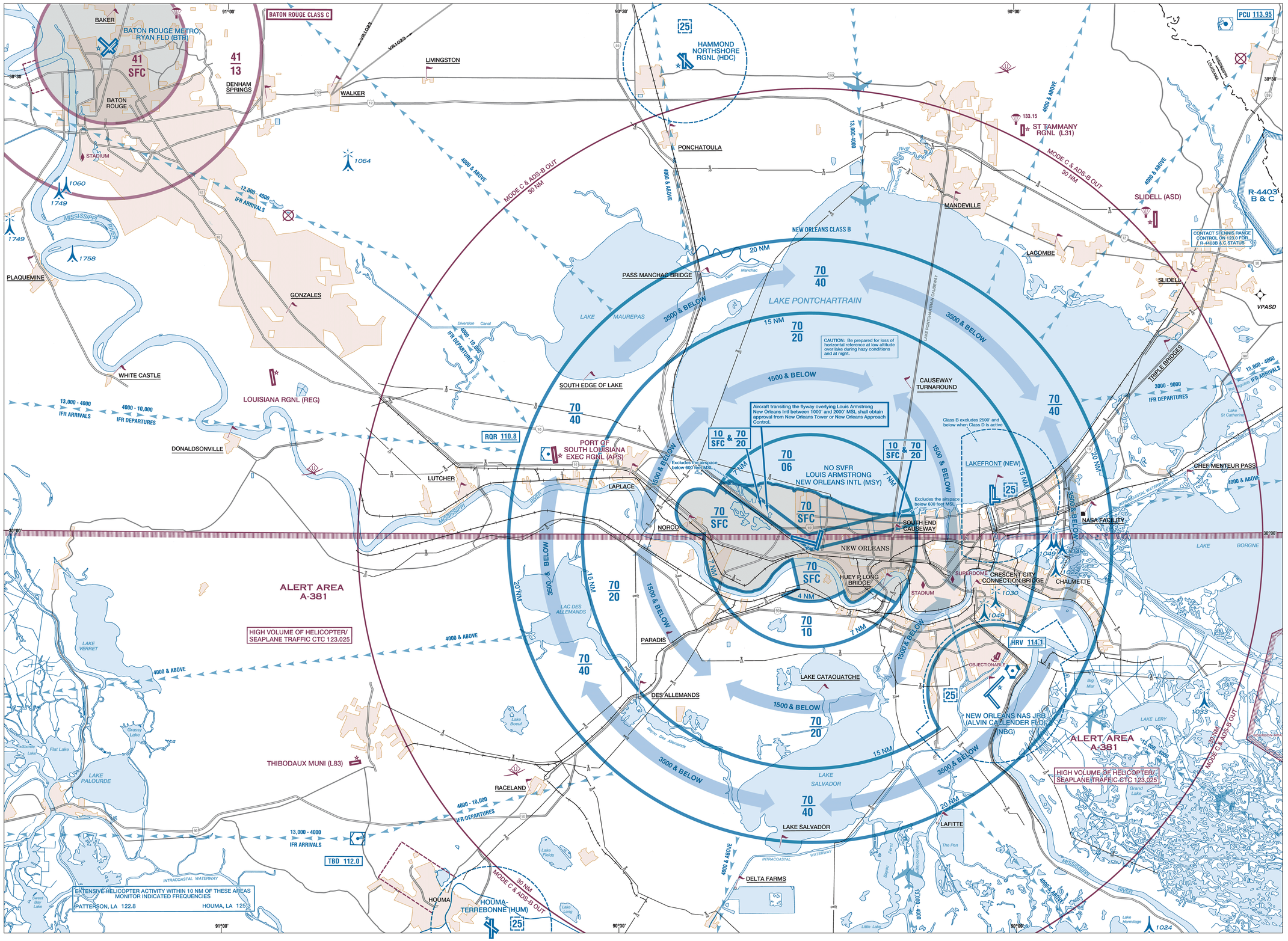
FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the New Orleans Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.